

Message Text

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E.O. 11652: GDS

TAGS: PARM,NATO

SUBJECT: MBFR: UK COMMENTS ON REVISED WG AERIAL INSPECTION
PAPER

REF: (A) USNATO 4086 (B) USNATO 4204

1. THE BRITISH COMMENTS (REF B) ON REVISED AERIAL INSPEC-
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TION PAPER (REF A) ARE ACCEPTABLE WITH MODIFICATIONS NOTED

BELOW. YOU SHOULD MAKE THE FOLLOWING POINTS IN WG WHICH ARE KEYED TO PARAGRAPHS IN REF B.

2. PARA 6: THE BRITISH MAKE A REASONABLE OBSERVATION. THE DIFFERENCES BETWEEN ALTITUDES QUOTED AT VARIOUS PLACES COULD BE EXPLAINED BY NOTING THAT, IN ANY ACTUAL AGREEMENT, TRADEOFFS BETWEEN EFFICIENCY OF OPERATIONS (MAXIMUM USEFUL COVERAGE PER FLIGHT) AND FLIGHT CONSIDERATIONS (SUCH AS AIR SAFETY) WOULD PRESUMABLY DICTATE THE ALTITUDE BANDS TO BE USED BY PARTICULAR AIRCRAFT TYPES.

3. PARA 8: WE CAN ACCEPT THE NEW SUB-PARAGRAPH PROPOSED FOR PARA 15 OF REF A ON THE RELATIONSHIP BETWEEN AERIAL AND GROUND INSPECTION. WE CAN ALSO ACCEPT THE NEW WORDING PROPOSED FOR THE EXISTING PARA 15 (A) (4) -- WHICH BECOMES 15 (A) (3) -- AND THE NEW PROPOSED PARA 15 (A) (4) WITH THE EXCEPTION OF THE FIRST LINE OF THE LATTER. AS PRESENTLY WRITTEN, IT SEEMS TO SAY ANY AERIAL INSPECTION SYSTEM WOULD

BE TO THE NET DISADVANTAGE OF ONE SIDE OR THE OTHER. WE WOULD PREFER SOMETHING ALONG LINES OF "EACH OF THE SYSTEMS OF AERIAL INSPECTION EXAMINED HAS DIFFERENT ADVANTAGES AND DISADVANTAGES FOR EACH SIDE."

4. PARA 7 AND ANNEX A: THE PROPOSED NEW PARA 12 (C) DOES NOT GIVE THE RATIONALE FOR LIMITING SENSORS TO CAMERAS AND IR SENSORS. A REFERENCE TO THE TEXT OF ANNEX B WOULD HELP.

5. FINALLY, RATHER THAN DROPPING IT ENTIRELY, WE WISH TO RETAIN THE EXISTING PARA 15 (A) (3) AS 15 (A) (5). WE THINK IT HELPFUL FOR THE WORKING GROUP TO REACH SUCH A STRAIGHTFORWARD MILITARY-TECHNICAL JUDGMENT, SINCE WE THINK FROM TECHNICAL POINT OF VIEW, OPTION 3 IS CLEARLY ADVANTAGEOUS TO NATO, AND PROBABLY RESULTS IN THE LARGEST NET POTENTIAL ADVANTAGE TO NATO OF THE THREE OPTIONS. KISSINGER

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